LEPERS LEAVE DR. STUBBS IS

Forty-Five Victims For Molokai.

Sad Scene at the Wharf Last Evening When the Lehua Departed For Settlement.

corty-ave lepers were transported to joiskal hast evening by the Lehua, which ft the harbor about & o'clock,

among the number were persons of all pet from those past the prime of life the small child of ten summers. tadded together on the small quaran-

se wharf between the boat houses, they counted a piteous spectacle and one stick will ever bring unhappy memories a those unfortunate enough to be witopen of the final leave-taking

Long before the boats from the Lehua eried to take the afflicted aboard, the is wharf was crowded with friends and vistives of the unfortunates, many of stem performed their last earthly act of meadable by bringing along gifts of food and other things calculated to make the crible ordeal in store for their dear ones

Ustil the steamer slowly crossed the urber, audible signs of grief were lackof and then, as suddenly as if by pregood signal, there arose that awful sail which goes to the heart like a knife nd which once heard can never be for-

slawly the black Lehua drew near, sugsatisf to -e onlooker the approach of he headsman of medieval time, clad in silently the steamer's boats approached

es wharf and as each stroke of the oars upped seconds off the little time remainor to the lepers and their friends ere mey should be severed, the agony of grief ached the climax.

Frantic kinnen of despair were exchangof and when the time came to embark and the last embraces were taken, the orns might well be depicted as the very one of sorrow. Ironically, as it were, set then a racing shell, manned by per-net specimens of physical manhood in he flush of health, flashed past.

A noticeable feature of the departure out that many of the exiles carried guiare and other musical instruments into he boat. Their love for music will never heert them and in it they will find a riend till death—the great friend—comes o claim them at last, and the sorrow and the suffering are done with for aye,
When all were safety aboard the Lehua
off the harbor just as the sun was sinking below the Waianae hills. Honolulu
aver looked more like a paradise than
when those poor afflicted creatures took note last fund (arowell of the scenes there they had fived and loved and which he the vennel faded from sight the

ands of the leparted wended their way mewards with hearts bowed down by be great sorrow which had come upon

HILO MUST WAIT FOR POST OFFICE

Postal Inspector Fliat Will Recommend An Appropriation.

Until Congress appropriates money he's new post office at Hilo the Rainy My must be content with a temporary fies. Postal Inspector Flint has reurned from Hilo, and while there nade arrangements for many improvements in the Hilo office. A large number of lock boxes will be put into the ffice. There will be electric lights put a the office and the force of clerks will a all likelihood be somewhat increased o as to give the Hiloites better service. The Council of State appropriated 113,000 for a post office at Hilo but oothing further was done and a w months afterwards the Islands were a territory of the United states and now the appropriaion is not available, so no new buildng will be built until Congress takes tion. The old building will be occusled for the present as Mr. Flint found impossible to secure a suitable buildng for post office purposes among the susiness blocks. In his report of the verk in the Islands Mr. Flint will recmmend the erection of a new building if once but it will be some time, in all robability before Congress will pass he appropriation.

Mr. Flint states that he is much ratified to see the large money order mainess that has been built up in the slands. In the first month of its operition 5,000 orders were issued, more han were issued in Porto Rico in three worths after the inauguration of the ystem and Porto Rico has eight times he population of the Islands. Offices ave been established at Kapaha and Valohinu, Hawaii, and Pohotki, Maul, taking fifty-three money order offices a the Islands, the largest number

A HOT BILL.

Another Big Success by the New People at the Orpheum.

The show at the Orpheum last evenif was exceptionally fine. The first art and the songs made a very favorain impression, Hen Wise, Katie Milton, son Rooks and Jerry Miller making a

The finale, "La Hulu Boohia," made very decided hit. The Quartette, which has more than ade a favorable impression, introduc-I the new songs that gained them

ever in the Colonies. Wise and Milton in their farce interretation, "We, Us & Co.," Were exedingly clever, but strung it out too They introduced many local hits int took with the house.

It's a hard matter to criticize the permers without giving one the best the other and show no partiality. As a whole the show is a very commadable one, and deserves "rapid" atronume.

IT SAVED HIS BABY.

My onby was terribly sick with the flarrhoen," says J. H. Donk, of Wilams, Oregon, "We were unable to ure him with the doctor's assistance, and as a last resort we tried Chambersin's Colle, Cholera and Diarrhoes llem y. I am happy to say it gave im-mediate relief and a complete cure." For sais by Benson, Smith & Co., Ltd., wholesale agents.

(Continued from Page L)

secured, and since that time no industry on earth has made such marvellous strides. In my own State this march of progress has been by "leaps and bounds," until today it can be said without arrogance, that Louisiana is perhaps leading the sugar cane world n its improved methods, if far behind

you in your acre products. You too have made wonderful progress. A report upon sugar made to the Royal Hawaiian Agricultural Soclety, in 1852, cites the product for the Islands, per acre, as one ton of sugar, made upon creaking wooden mills, propelled by water or horse-power and evaporated in kettles. The centrifugal was introduced a year or two later. Compare this with one of your up-todate estates of today-growing 80 to 100 tons of cane per acre, crushing with nine ponderous rollers prefaced by an enormous crusher, clarifying with superheated steam, evaporating in quadruple effects, cooking to grain in 14 to 16-foot pans, and centrifugalling in a battery of ten or more Weston and Hepworths machines, yielding over ten tons of sugar per acre.

HAWAII THE CENTER. Truly these Hawaiian Islands have become the center of maximum production of sugar of the world, and several of your plantations stand as the keystone to this magnificent sugar arch which spans these Islands. The sugar industry is supported by three principal scientific pillars-ag-riculture, mechanics and chemistry. The cane must first be grown ere it can be manufactured. The soil, water, fertilizers, sunshine and heat all eembine to give canes large in tonnage and rich in saccharine matter. Three fundamental principles underlie successful agriculture-first, a knowledge of the composition of the soil; second, the requirements of the plants which are cultivated, and third, the application of fertilizers in proper proportions and quantitles to meet the needs of the latter when grown upon the former. Under the head of fertilizers must be included water, which, especially for cane, is the "sine qua for large yields. It is most desirable that the cultivator should know the composition of his soils and the availability of the elements. This can only be determined by a trained expert agricultural chemist.

COMPLIMENTS MAXWELL,

Just here permit me to speak of the inestimable benefits to the planters of these Islands, and the valuable contri-bution to the science of chemistry and geology of the very exhaustive report on "Lavas and Soils" recently issued by your able director. These investigations not only serve for all time to come, for your guidance in the treatment of your soils, but furnish to the chemist and geologist everywhere valuable information relative to the disintegration of basaltic lavas. Such a work is not only a valuable contribution to local agriculture and general science, but must stand forever as a monument to the genius, patience and intelligence of its distinguished au-

Having determined the character and composition of your solls, it is only necessary to know the requirements the plant to be grown, to prescribe the fertilizer both in quality and quantity to be used. Just here comes in the valuable assistance which chemical science renders to agriculture, Formerly commercial fertilizers were prepared to suit all crops, and all soils, and were not esteemed valuable unless they constantly appealed to the nasal organs with repulsive odors. Cov. Toombs, in advocating the passage of a fertilizer law through the Legislature of Georgia, many years ago, said that he could drag a pole cat through a pile of sand and there was not a farmer in the State that could tell it from the best fertilizer on the market. Today the chemist, by passage through the beaker and crucible, can tell its constituents, and, knowing the wants of the plant and the deficiencies of the soil, can prescribe the kinds and proportions of the ingredients which must be used. So universal has become the confidence of the farmer and planter in chemical analysis, that States have established laws inspecting and controlling the sale of fertilizer. Advanced farmers of today rely entirely upon the advice of expert chemists as to the quality and quantity of the fertilizers they use, and scorn with righteous indignation the advice so freely proffered by manufacturers.

EXPERTS NECESSARY.

Just here I may remark the necesguided by experts, since they are without technical training, and though possessed of high administrative and financial ability, they are entirely ignerant of the laws of nature which control plant growth.

As a result of the good work accomplished by procuring the proper fertilizers for different soils, after their chemical and physical properties were known, I may recall the comparative yields of your Islands-in '95, three tons per acre, and in '99, four and onehalf tons per acre.

Irrigation has transformed your arid deserts into fertile fields, which yield you bounteous harvests. But excessive irrigation may be almost as destructive to plant growth as an absence of water. Pumping water from great depths with costly machinery, using high-priced coal, involves such a heavy expenditure of money as to require special study on the economy of its use. From Dr. Maxwell's experiments I find that 800 to 900 pounds of water to one pound of sugar grown is ample, yet many plantations use twice or three and even up to seven times this quantity. Known laws of physics, both in regard to the capacity of soils for water and evaporation, should guide us in the application of water. By so doing continuous nitrification will take place, and the plants supplied with abundant food, provided the proper fertilizers have been ap-

SUGAR MECHANICS.

Of the mechanics of the sugar house I need scarcely speak at this time. Enterprising manufacturers have sent their wares all over the world, and money and skilled labor are only needed in any clime to secure and use the best up-to-date sugar machinery. I believe your Islands are equipped with the best machinery obtainable, and it is only necessary that this be worked intelligently and economically

to secure the best results. The chemist, a recent adjunct to every well-equipped sugar house, is the guiding genius of the factory. Sugarmaking, when properly conducted, is highly complicated, continuous chemical process, and the best chemical talent is required to direct all operations, so as absolutely to avoid loss. Extraction, clarification, evaporation and turbinage are all steps requiring his closest attention to insure the largest yield. Often have we witin improper or imperfect clarification. Mechanical and chemical losses in evaporation and cooking, wastes in the centrifugal by excessive use of wash water, and finally (the heaviest loss perhaps of all) by sending to the market or throwing away molasses, which

by proper treatment would yield a profitable crop of crystals. This last loss is estimated by Dr. Maxwell, in your Islands, at a quarter of million of dollars annually.

THE SUGAR LOST.

In our State our best sugar houses are still losing at least five pounds of sugar to every ton of cane worked. We are now figuring to recover these theoretical losses. I am not acquainted with the chemical statistics of your sugar houses, but presume they are as large, if not larger. Assuming that they are equal, and that your annual harvest yields 2,000,000 tons of cane, this will net at least 10,000,000 pounds of sugar, which at present prices will represent nearly half a million of dollars of annual losses incurred in manufacture a sum sufficient to support several chemists in every sugar house on the Islands. I really believe your icsses are even greater than this esti-

One can readily see the great value of scientific control in the sugar house, as well as in the field. I might dilate upon the efficiency of

the machinery used, especially here, where coal is so valuable, but my time will not permit.

I might also dwell upon your most serious problem-the labor questionbut this would take me "far out to sea" with probably no compass or chart to guide me. One suggestion I cannot refrain from making. In our experience, labor is the largest single factor that enters into the cost of sugar production, and every effort should be made by every planter to reduce this item to the lowest possible quantity consistent with good results. Therefore, the economical handling of labor should be of paramount importance to every planter.

NATURE GOOD TO US. In conclusion, permit me to say that your planters are enjoying extraordinary facilities for the successful pursuit of your chosen industry. Nature has given you soils of wonderful fertility, a climate of tropical luxuriance, and without excessive heat, an abundant rainfall, furnishing water directly te plants, or storing it in underground reservoirs, from which, by large pumping plants, it is taken for use upon your formerly arid lands.

You have the advantage of cheap water transportation for your freights. Beginning your sugar industry on the last half of the present century, you had the experience and lessons of the sugar world for your guidance. Only labor and fertilizers were required to be imported. No wonder, then that you have become the head center of the tropical sugar industry, the cynosure of the sugar world.

See to it that you execute faithfully the natural trust confided to your care, and meet the expectations of your admiring confreres.

Great trusts involve large responsibilities. Nowhere on earth is scientific control so imperatively demanded, for the permanent success of your industry, than here upon these Islands. Your large yields necessarily mean heavy drafts upon your soildrafts which no soil, however fertile, can withstand indefinitely without assistance. With you this assistance must be of the best quality, and in quantity, "good measure," "heaped up," "well pressed down" and "run-

OUR WATER SUPPLY.

Your water supply is of first importance and requires that you should k to the preservation of the present source of precipitation, and a more economical use of your present sup-

Don't forget in your mad ambit'on to declare the largest dividends, the old maxim, "Feed your lands and they will feed you."

Your environment, from a scientific standpoint, imperatively demands attention to the above, if you wish to avoid the calamities which long ago overtook the once prosperous biblical nations. Soil depletion has been the downfall of many a prosperous nation, and it is the part of wisdom to be guided by the teachings of history. See to it, that you lay the foundations of your present agriculture so broad and deep that each succeeding year will witness increased yields, and coming generations will learn of you an intelligent culture now not dreamed of by our most visionary scientists.

Invoke the spirit of science to wipe the sweat and dust from the brow of labor, and lead her into those fields of yours, where love is brooding and life is born, and show that she can work in perfect harmony with labor, in the largest production of stalk and leaf and sugar crystals. Then will your fondest anticipations be realized, and the prophetic finger of your Islands' proud history point to your work as the climax of their noble achieve-

The list of guests was as follows: Dr. Stubbs, Dr. Maxwell, Prof. Alexander, Mr. Wray Taylor, Mr. O. T. Sewall, Mr. S. M. Damon, Mr. Swanzey, Mr. Clive Davis, Mr. Paul Isenberg, Sr., Mr. Suhr, Mr. P. C. Jones, Mr. G. M. Robertson, Mr. Tenney, Mr. J. A. Gilman, Mr. J. P. Cooke, Mr. M. Louisson, Mr. Bolte, Mr. J. G. Spencer, Mr. Focke, Mr. Schaefer.

Col. W. F. Allen, A. S. Cleghorn and J. B. Atherton were invited but were unable to attend.

ODD EFFECTS OF CARGOES.

It was in one of the little river front eating houses in Brooklyn frequented by sailors from the coasters which are berry, but after that it begins to get on mine, and even now I have never got loading or unloading. A big, powerful sailor who looked as if he had never in his life known what it was to be sick for a day entered and took a chair over the rails, just getting breath istence for you. I'll bet if a ship came the bill of fare with that critical and hesitant eye that characterizes Jack hatred. Then he turned deadly pale, from plumb disgust. rose from his seat and staggered to

"What's the matter with the coffee?"

with an effort, "but I just got off a coffee ship this morning."

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THE FEARLESS MAY GET ALL THE CASH

HY no; the Eleu cannot receive any compensation for helping to pull the bark Dunreggan off the reef the other day," said a member of the Hawallan Fertilizer Company yesterday afternoon. "The Eleu is a Government tug and can claim nothing. The Fearless is the only boat which has to be reckoned with." If this proves to be the fact, it will no doubt be a disappointment to those who had charge of the Eleu when she did her part in saving the Dunreggan. It will be remembered that Captain Macauley took the Eleu out to the bark and pulled away at her for over an hour together with the Fearless and the Iroquois before the big vessel slid into deep water. Naturally the captain would expect some remuneration for his part in the affair, though his hopes may be shattered when things are settled.

The respective rights of the tugs Fearless and Eleu are being generally discussed on the waterfront. When the schooner Aloha from San Francisco was sighted last Saturday afternoon there was a race between the Fearless and Eleu to see which would get to her first. The Fearless with her superior power arrived alongside the Aloha before the Eleu and Captain Frye gave the preference to the first boat. The Fearless brought the schooner in. The question is now whether the Eleu, as a Government tug, has any right to compete with the Fearless. The Fearless is owned by private parties and it is said that the Government

has no right to compete in business with a private corporation.

On Saturday Collector Stackable visited the Fearless and examined her documents, as there was considerable talk to the effect that it was the Fearless which had no right to do business in these waters. Mr. Stackable found that Collector Jackson had given the Fearless papers to do business on the Pacific Coast or in the Hawalian Islands. Mr. Stackable says that, as far as he knows, there is nothing in the law to prevent the Fearless from doing business here, as her papers are all right. The Eleu is not now under the control of the custom house and is understood to be the property of the Territorial Government.

The work of the Fearless in these waters means a reduction in costs to vessels coming here. Many of them can do without pilots and the tug Fearless can dock them herself.

It is understood that a protest will be made against the efforts of the Eleu to compete with the private concern which owns the Fearless.

on the coffee ships?" asked the lands- it wasn't convulsions it was so mighty man, in the innocence of his soul. "Feed 'em? 'Tisn't the feed. It's the felt like I couldn't go too quick to suit

smell that knocks 'em. For a week or myself. They brought me around lime ten days it isn't bad; in fact, it's rath- juice, but it was weeks after landing er a pleasant smell, that of the green before I wanted any sweetening in your mind. In damp weather, if it's a back to my old fondness for sweets. long voyage it's something terrible. I've seen a whole ship's crew in a dead calm any cargo you have kind of tinges ex-

"Been drinkin' a little too much for your tonnage, mate?" asked the proprietor.
"Haven't had a drop today," said the man, huskily. "It's that coffee."

the ex-sallor, "that's just as bad. You might think guano was one of 'em, but it isn't. Guano's rose of Sharon perfume compared to sugar. Didn't suppose there was any smell to sugar, eh? We were in port at Rio when a ship came in laden with pine lumber. More than that, the fool skipper had let well, you take it in a howl and there were in port at Rio when a ship came in laden with pine lumber. More than that, the fool skipper had let well, you take it in a howl and there were in port at Rio when a ship came in laden with pine lumber. More than that, the fool skipper had let well, you take it in a howl and there were in port at Rio when a ship came in laden with pine lumber. More than that, the fool skipper had let Well, you take it in a bowl and there somebody supply him with pine water ain't. But take a cargo of it and let it butts. Well, the resin began to get asked the proprietor angrily. "There steam in a temperature of from ninety into the water and the first they knew ain't any better coffee than that on the to one hundred and ten with plenty of the crew were pretty well poisoned with damp to work it up, and I'd like to see it. Then they got so they couldn't "That's all right," replied the sailor what you'd think of it then. You get swallow the water at all, and if they so mortal sick of the sweetness of it did they couldn't hold it down a second which you smell and taste, too, with And there wasn any other water "Oh," said the proprietor, compre-hendingly. "If that's the case I'll fix up with anything that would offset it, danger of dying of thirst with plenty you off in a corner where you'll be all even if it was wormwood. I've seen of water aboard just because the old the time when I felt as if I could drink man was new to that sort of voyaging. A table was set for him far from the a gallon of water flavored with lemon Rio happened to be the nearest port, others, and there he ate his dinner in juice at a gulp. That voyage was a suf- and though it was far out of their apparent peace. Now there was in the ferer, sure enough. We couldn't live course they put for it as the only eating house a landsman of an inquir- between decks at all, and we all berth- chance of saving their lives. I'd hate ing turn of mind who failed to under- ed as near the stern rail as we could to see again such a looking lot as they stand the wherefore of all this, so he get, and even put out the small boats were. They were dried out like mumquestioned the proprietor, who had when it was still and lay in them to mies, and so weak that I don't see how been long on the river front and is him- get relief. When provisions had to be they ever worked the ship at all. When self a graduate from before the mast got out of the hold the cook went down they got in we thought at first that it and has salled in many waters of the with inte bagging tied over his nose was black smallpox, they were such has sailed in many waters of the with jute bagging tied over his nose and mouth to keep out the fumes, and fearful looking objects. When they did "Nothing queer about that," he said, after a couple of trips he fainted and get sweet water again they drank till in response to the landsman's question, they sent me in. Two descents laid me I thought they'd burst; and how they 'He's been out on a coffee ship, that's out. I thought I was going to die. In did fight when we tried to get the panall. He won't want to see or smell coffee for weeks, let alone taste it."

"Do they feed them nothing but coffee malden's sigh to my performances. If out for weeks, and I think one of 'em The California & Oriental Steamship Co.

near it that I thought I was gone and "The fact is that in the tropics almost

opposite a longshoreman who had al-ready ordered and was waiting for his anybody had been going by they'd have rails they'd give off fumes and the dinner. As the sailor was looking over thought there was a shipful of lubbers crew'd turn sick every time they saw getting the worst of the ground swell. a street car track for a month after By and by the breeze came up and it they landed. Oil is pretty tough, parashore after a long voyage with a dis- didn't take any orders from the cap- ticularly petroleum. A man'il dream of criminating sea appetite upon him, the tain to get us astern and to windward petroleum after he's associated with it waiter brought in a cup of steaming of our cargo in two seconds. But we for a month or so on shipboard. But coffee and set it down before the longsailor's nostrils he bent upon the cup if we'd struck another calm spell I oozes out and gets into everything. I naturally pale to suffer much from he turned deadly pale to suffer much from he turned deadly pale. that sort of cargo myself, but I saw a "There's other cargoes," continued crew that came just as near death from

died in the hospital from the effects. I never shipped on a pine loaded ship after seeing that."—New York Sun.

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